
TRAFINZ CONFERENCE 2011 AND 2012 REPORT BACK

2011

1. Introduction

The 2011 63rd TRAFINZ (New Zealand Traffic Institute) conference was held at Hamilton's new Claudelands Arena on 16 to 18 November, associated with the SASTA (Road Safety Co-ordinators) Workshop conference (15 November). The conference had some 200 attendees. Most delegates were traffic and safety practitioners, police, Government agencies, and local government politicians. The theme was '**Action**'. A key 'action' taken at the conference was the launch of the Local Government Road Safety Leadership Forum.

The keynote speaker was Jeanne Breen, a world leading safety expert who reviewed mid-term progress on New Zealand's 2000- 2010 Road Safety strategy for our Government. Celia Lashlie was special guest speaker. The MC was Kaye Gregory, former Hamilton City Councillor and TV Broadcaster.

The Conference was consistently highly rated by delegates.

2. Recommendations

- 1. Receive the information.*
- 2. Note the key messages.*

3. Key Messages

Launch of Local Government Road Safety Forum.

We are making some good progress on safer journeys and safe systems approach.

The effects of road trauma remain enormous (social cost approx. \$3.7 billion last year) and there is no room for complacency.

By 2030 road trauma will be the fourth largest cause of healthy years of life lost. Second for men.

By 2015 will top the list for under 15s. Call for reduction in BAC to 0.08

Debate about RONS and funding continues

Some great work being done in various Councils, and in NZTA to reduce crashes and to better understand risk. I'm particularly impressed by the work of Colin Brodie (NZTA).

4. Conference Summary

Tuesday 15

Welcome – Delegates enjoyed several road safety themed activities at Hamilton Lakes before being welcomed by Hamilton Mayor Julie Hardaker and TRAFINZ President Cr Andy Foster.

Wednesday 16

TRAFINZ President Cr Andy Foster:

Welcomed delegates and talked about the role of TRAFINZ in achieving action through providing information, through education and through advocacy.

Launch of The Local Government Road Safety Forum by the National Road Safety Committee :

[Cameron Bayly (MoT), Cr Norm Barker (Environment Waikato), Paul Gimblett (ACC), Lisa Rossiter (NZTA), Simon King (LGNZ)]

Cameron Bayly - MoT

Having just returned from 6 years in UK. Heartened to hear the need to sell the **safe systems**. He sees real change in the safety atmosphere in NZ, and an increase in the scale of people's ambition. Local Govt Forum will be key. Need to continually build our capacity and leadership in the national debate.

Despite pressure on funding he says Govt is not reducing focus on road safety.

He sees it as very challenging and courageous for Government to take responsibility under safe systems approach (so not just blame the driver). Safety is one of the three top priorities in the GPS.

Vision - Should not have to pay a toll of death and injury for our mobility.

Driver age tried to increase it in the 1950s – finally grasped the nettle.

First time rolling 12 month road toll has dropped below 300 since 1952.

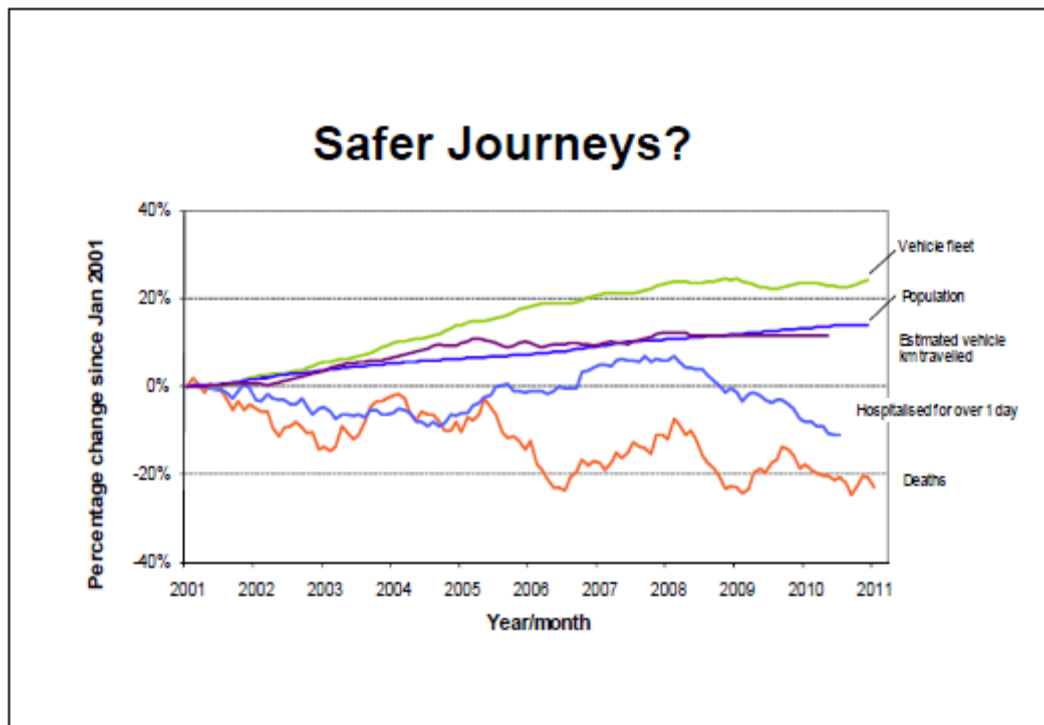
However this is hard to celebrate because still hundreds killed and seriously injured on our roads.

Local Government a key source of expertise, owns the vast majority of the network, voice of local communities. Slow at national level to recognise local desire for safer roads. Local Government is best placed to respond to this.

Very keen to have the Forum and TRAFINZ to help in year of Safer Journeys Red light cameras. All the issues are on the table to be discussed about this.

Funding / operation.

Development of the next action plan is the other key focus area.



Cr Norm Barker – Environment Waikato – Dairy Farmer.

Asked how does a dairy farmer from South Waikato get involved in road safety? He's seen constant crashes in his local area for 33 years. In the end Norm led community discussions to get something done. Did 3 terms on South Waikato District Council. Among other initiatives got a deviation built – no crashes since it was built in previously high risk area.

Now Chair of Environment Waikato's transport committee. Politically united on addressing road safety. Elevated on all strategies. Always first item on transport agenda as very bad statistics.

Wants Forum to elevate road safety in the local government sector. Avoid duplication. Get the ear of the Minister.

Paul Gimblett – ACC

Chiropractor by training.

Spend \$400 million pa on recovery from injuries on the road. Hospital care.

Emergency services, recovery, wages. About the same as Government expects to spend on engineering.

\$7 billion lifecycle costs.

61% of ACC costs come from local government roads.

Three key claim focus areas – motorcycles, young drivers, commercial fleets.

Commercial fleets working with high risk fleet owners. Get alongside them to help improve performance.

In levies area working on incentives for safety, and improving risk rating.

Voluntary discount scheme of up to 40% for fleet operators.

Lisa Rossiter - NZTA – National Road Safety Committee

Comes to work to lessen tragedy. Every crash is a system failure.

Huge support for the establishment of the Local Government Forum.
Strong vision. Strong leadership. Determination.
Congratulate LGNZ and TRAFINZ. This is Day One.
Ability to start generating the change.
More ticks for fewer crosses.
System accepts we make mistakes and then tries to protect us from them.
Cannot create a safe systems without local government. She talked a lot about partnership.

Local politicians have a huge role to play.

- Land use planning – macro and micro level huge influence.
- Right elements in regional strategies
- LTP - where do we put money
- Setting and reviewing speed limits
- Investing in roads and roadsides
- How we talk about road safety
- The type of vehicles we buy
- Our contractors
- Our investment eg in high risk intersections

It's not about agreeing everything. Good healthy debate is valued.
Not just about money.

Simon King - LGNZ

Initial group 7 champions – Norm Barker (Environment Waikato), Dave MacPherson (TRAFINZ/Hamilton City), Andy Foster (TRAFINZ/Wellington City), Meng Foon (Gisborne), Dave Ayres (Waimakariri), Ron Mark (Carterton), Harry Duynhoven (New Plymouth).

LGNZ will provide the secretarial support, and initial seed funding.

Dr John Bonning – Waikato DHB

John gave an excellent presentation on the real cost of alcohol and impact on road trauma. John is an emergency physician and showed us graphic pictures of the results of road carnage – faces ripped apart, arm ripped off, mangled open ankles.

Most of deaths occur pre hospital. Golden hour. Immediate treatment to prevent further brain injury. Basic first aid. Then scoop and run !
5 serious injuries for every fatality. Very graphic injuries Primary prevention
Roads – NZ roads are narrow, winding and dangerous. Spent time in Sweden which is very safety conscious – no sharp turns, great safety stats.
Cars – imports. Poor quality. Japanese pay higher taxes on older cars so they sell them off to us.

Drivers – wonderful people in NZ but 'drive like car thieves'. Behind the wheel there is a personality change!

Advocated Motorcycle/cycle helmets – they work.

Advocated Median barriers. Need to do something to separate the traffic. Head on collisions truly shocking.

Seatbelts – massive saving in facial injury

Lapbelts – cause significant internal trauma and spinal injury. Almost worse than nothing.

70kg person becomes a 2100kg projectile without a seat belt.

Tired drivers – almost worse than drunk drivers

Mobile phones – penalty too low here.

Costs of road trauma - June 2010 year

\$4.163 million per fatality

\$420 K serious injury

\$20 K minor injury

Social cost \$3.7 billion in 2009.

Blood alcohol legislation – a ‘national embarrassment’. He’s come from Victoria where they take this seriously. In this country it is ‘a joke’.

NZ/UK/USA 0.08

Australia 0.05 – a fence a metre back from the crumbling cliff. 0.08 lose judgement to stop drinking. Fence is on the edge of the cliff.

Sweden 0.02 – drink drive simply not acceptable.

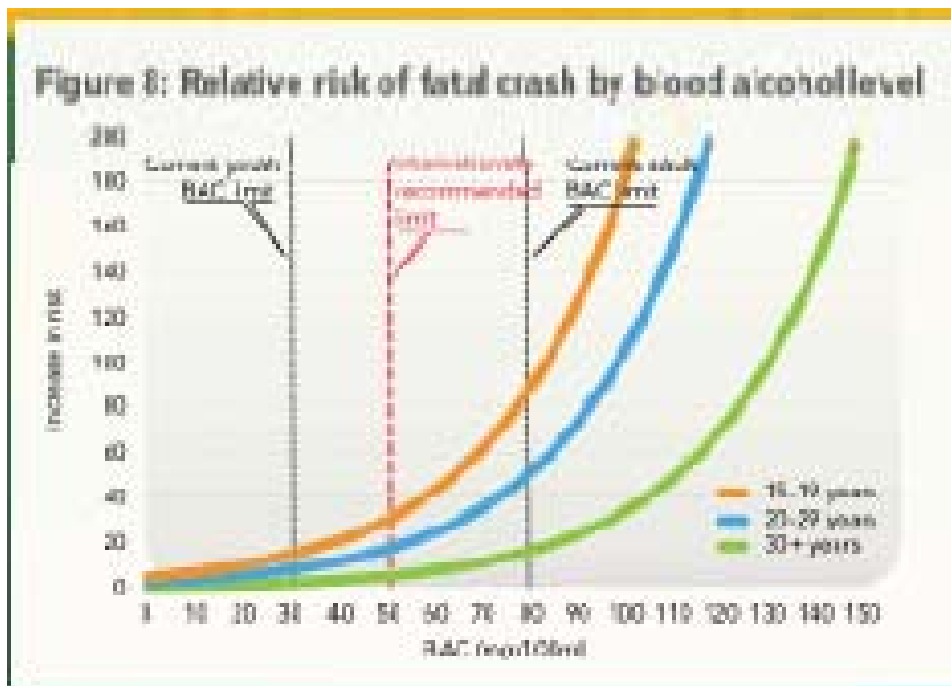
Two drinks maximum

John showed some excellent graphs of 0.03 – 0.06 BAC impacts – mild euphoria, relaxation, alertness, judgement affected.

BAL	Behavior	Impairment
<0.03	Average individual appears normal	Subtle effects that can be detected with special tests
0.03–0.06	Mild euphoria, Sense of well-being Relaxation, joyousness Talkativeness Decreased inhibition	Alertness Judgment Coordination Concentration
0.06–0.10	Blunted Feelings Disinhibition Extroversion Lowered Libido	Reasoning Depth perception Peripheral vision Glare recovery

1 in 85 tested drivers over the limit.

1 in 314 in victoria – and we are getting worse.



John decried the present administration and law. He said there are too many (over 50) ways of getting off on a technicality. Nearly everyone does. Antiquated requirements for taking tests. Require Police presence – what a waste of time. Form requires ‘17 signatures from the surgeon’.

Adopt the Australian system – everyone in ED admittance does a breath test. Simple system for testing. No Police presence. He wrote to all the authorities – all said it was a good idea – and nothing happened.

Jeanne Breen – the international approach

Jeanne described the TRAFINZ conference as an important conference. She said there is an unprecedented degree of agreement among UN, World Bank, etc in terms of taking action to address a largely avoidable problem. Safe system is the way forward regardless of economic condition. Urgent need for action. Leadership and institutional capacity

2000 - 600 million vehicles worldwide.
2030 - 1200 million expected

By 2030 road trauma will be the 4th largest cause of healthy years of life lost. 2nd for men.

By 2015 will top the list for under 15s.

Over 50 million deaths and 500 million serious injuries by 2050.

List of International Strategies and papers published. We are now in a ‘Decade of Action’. (2011 – 2020)

Aim 50% reduction in forecast death levels by 2020 especially in low and middle income countries.

High income countries – large gaps with world leaders
Sweden 2.8 deaths per 100,000. It still considers that level too high.

Conclusion is that the vast majority of deaths and serious injuries can be predicted and prevented.

Low and middle income countries should move straight to best practice.

List of key intervention principles –

- Separation or safe integration of mixed road use
- Managing speeds to crash protection levels
- Providing crash protective roadsides and vehicles
- Deterring dangerous road user behaviour
- Managing risk through vehicle and driver standards
- Fast and efficient medical help, diagnosis and care

Safe system represents the latest and most important paradigm shift. Means going towards elimination of death and disabling injury.

EU – halving deaths by 2020 and close to zero by 2050.

Design systems to fit with human frailty.

Need to move from blaming the victim to looking at the system.

Leadership and institutional capacity is vital. World Report – need active, funded, accountable government lead agency.

Work related issues – 40 to 60% of KSI are work related or commuting related.

Advocated demonstration projects to show quick results

Steve Curtis – GM Holden (Vehicle structure and Safety integration)

Steve described the major steps in development of a new vehicle:

- Market assessment
- Design theme
- Clay model (shape of vehicle)
- Engineering group designs all the parts under the surface on CAD
- Analysis – test car on the computer (haven't built anything yet) – very close to reality when crash prototypes.
- Build prototypes
- Crash testing – check against the analytical model. Cost about \$A 650,000
- Manufacturing (6 or 7 years from woe to go)

Balancing act – value, safe, cool, quiet, performance, comfort, efficient, etc

Safety focus

Use world knowledge from real world data from GM across the world

Beyond regulation – e.g. Centre front air bag to go on all new cars by 2013.

Continuous improvement

They do 40 – 50 crash scenarios beyond what is required by consumer metrics like ANcap or regulations.

Enhanced vehicle features like forward cameras – can the electrical system handle these?

Sensing diagnostic model (SDM) determines whether to deploy airbags. Must get sensitivity right.

Test dummies – range of sizes and weights, and some for front/side tests. They are worth \$US 460,000 approx. each.

Test out of position occupants (eg children) – tuning airbag strength.

After bag testing then test vehicle too in crashes.

Celia Lashlie – the World of Adolescent Boys : What they need from us.

Celia gave a compelling talk about adolescent boys' brain development and behaviour and risk taking. Celia said we need to get back to acceptable risk – climbing trees etc, not cotton wool. If we don't there is a transition to foolish, dangerous risk taking once young males are out of parental control. This will take 15-20 years. Our short term thinking doesn't help (e.g. election cycle)

We need to reclaim common sense. Women are natural worriers.

In terms of vehicle safety Celia says year 10 (age 14-15) is the key year to get talking. She talked about seeing the heartbreak of loss (parents having seen their son killed). Communication has to be authentic – boys will see when the emperor has no clothes.

Safe driving decision – the starting place is 'a good man' – key attributes – trust, loyalty and sense of humour.

Boys are in most danger when they have mates with them. One boy – one brain; two boys – half a brain.

We need to tip the scale so loyalty is stopping and not going through the amber light.

Political Panel – David Bennett (National); Gareth Hughes (Green), Sue Moroney (Labour)

David Bennett talked about RONS, and a bit about the KiwiRail turn around, and about the reduction in road toll, and the ongoing need for safety initiatives.

Gareth Hughes said RONS are 'raiding the transport pantry' – noted Hawkes Bay budget for local roads cut by \$90 million, farebox increases for PT, FAR cuts generally. Gareth said some RONS have good BCs but many don't. 'Holiday Highway' BC of 0.4. 'Even Don Brash' critical of TGM with BC of 0.4. Gareth said traffic volumes are falling. Noted Auckland Super City speaking with one voice, but Government rejecting what it says. Talked about the role of rail and coastal shipping.

Sue Moroney talked about minimising environmental costs, affordability etc. Medium term urban form should be designed to reduce the need for travel. The role of rail and coastal shipping. Talked about working with Auckland Council on the Rail Loop and backing it for up to \$1.2 billion. To pay for it the 'Holiday Highway' would go. Would engage with RTC on Hamilton – Auckland commuter rail service. Says its BC (1.5-2.5) is higher than the Waikato Expressway (0.5-1.1) Committed to active transport, cutting emissions per capita by 50% by 2040.

Q and A

BAC 0.05?

DB – research underway. Made other safety changes. Labour hadn't
GH/SM – both indicated support. Why is NZ different from any other country ?

GPS predicts revenue of \$4 billion in 10 years time (up from \$3 billion now) – views ?

GH – vkt down 3.5% since 2006. NZTA borrowing \$750m for RONS already. Likely maintenance blowout. Can't assume traffic growth. Greens question hypothecation model, Support value for money projects.

DB – GPS on a three year cycle intended to meet strategic goals. Roads are the mainstay. Use other measures than BC to determine value of investment.

SM – Funding challenges mean we shouldn't just keep building roads.

Accessibility (many people don't have a private car)?

SM – Hamilton one of the most accessible cities by bus. Delighted can put wheelchairs on buses - this will become increasingly important. Lot more to do including in rural areas.

DB – Local innovation. Nationally increase in PT funding from \$247m to \$347m approx..

GH – Welcomed increased PT investment in GPS. 'If they didn't there'd be a riot'. Concern about removal of disability advocate from RTCs.

Cost of road trauma / Health issues from transport system ?

DB – noted invested \$1.6b in Auckland rail. Most major projects take walking and cycling into account.

SM – Having an active mode policy is a no brainer, fiscally, health, environmentally.

Dave MacPherson (HCC) - PT outside Wellington and Auckland is struggling. Funding dropped in real terms.

DB – KiwiRail turnaround plan. Local connections from Hamilton improved.

GH – All comes back to money. Farebox recovery targets (50%) have no logical basis. Councils should be able to decide. Need true integrated ticketing. Bus contract review process crucial.

SM – Hamilton PT funding frozen just when it was taking off after lots of great work done. \$\$ gone to RONS / Akld. Labour will review RONS.

AF – when will we get past BAU and invest in other things than RONS ? What about the other 99.5% of the network ?

GH – noted Puhoi to Wellsford busiest stretch just 16,000 vpd – less than many local arterials. Need for Chch commuter/light rail.

SM - if we only build for the future based on today's patterns we will create a self fulfilling prophecy. City planning is key.

Henriette Rawlings – recent FAR review was said to be all about consistency. How is it consistent to have NZTA roads at 100% ?

GH – Supports central Govt funding. However some of current messages through funding are wrong. Politicisation of transport.

DB – fundamental difference between local and state roads.

Urban Sprawl approach ?

DB – saw it as a local government issue, not a transport one. Said people want the kiwi dream of house and section. Then we decide how to provide transport to support that. (*my comment - a worrying thought given the consequences for DCs and transport funding allocation*)

GH – Urban form is a key issue affecting liveability of cities in the future.

Average family spends \$6,000 on fuel a year. Big infrastructure costs. RONS will encourage sprawl. What about a Minister of Urban Affairs ?

Steve Spence – Impact of cutbacks on road maintenance, safety, education etc ?

DB – simply not true. There has been no cut. Local roads in 2009 got \$1.2b, in 2012 1.4b for maintenance and renewals. (c 5% inflation) Gains from RONS for safety especially in the Waikato.

GH – road toll declining but still very high in OECD terms. Need to invest more in policing, safety education and safety engineering. Some budget for barriers delayed. (note fatality north of Wellington as a result)

Paul Barker – Red Light cameras

DB – working with local government on a solution re funding, fines.

GH – support ring fencing speeding / RLC fines.

Thursday

Cameron Bayly – NRSC – Safer Journey's Action Plan

Cameron discussed progress on the current action plan.

Making progress on all 108 action points in the first action plan under Safer Journeys. Cameron covered some of the key action points. Big hits include:

- Driving age and training requirements
- Zero BAC for youth. Targeting recidivist drivers. Both make it much more likely to get 0.05 for all drivers soon. Members of NRSC are fully behind 0.05. MoT still has 0.05 argument on its website.
- Change to give way rules (subsequently successfully implemented)
- High risk rural roads and urban intersections guides will have long lasting benefits.
- Local Government Forum establishment underway.

- Motorcycle levy work underway – can't predict what will happen but more engagement going on.
- Changing the road safety conversation 'Ghost chips' advertisement a real hit.
- Alcohol – public want to change. Speed – got a much longer way to go. Speedometers calibrated to Illegal speed levels etc.
- Speed cameras

Asked what the stage 2 action plan should include. Some examples were:

- Funding – implementing the GPS safety spend. Engineering spend critical.
- Speed actions packaged for coherence and impact – e.g. demerits, roll out speed cameras
- New policy development – RLCs, vehicle standards and inspection, child restraints
- Communications and marketing - e.g. relaunch of the Rightcar website – getting 1.5 million hits a month. Average 10 minutes each. A signal that people want to know about car safety and efficiency.
- Embedding the safe system – capacity and culture
- Align signals with risk – e.g. ACC working on levies related to risk.
- Warrant of fitness also not aligned. (Wof/Cof system under review through 2012)

Geoff Dangerfield – CEO - NZTA

Implementing Safer Journeys - from idea to reality

When Geoff came into the role there was a stalling on road safety improvement. Last three years there have been significant actions and improvements in road safety stats.

Need to embed safe systems in everything we do – part of this is cultural

Geoff is a fan of systems approach.

“Design a more forgiving road system that reduces the price we pay for human error.”

Our system clearly isn't safe. So need to get to the root of the problem. Very good presentation across all the four pillars of the safe system – safer vehicles, safer roads and roadsides, safer speeds, and safer road users, and the initiatives being contemplated across all four pillars.

1. **Vehicles** – If all NZ cars were ANCAP 5 star rated KSI would reduce by 30%. Better maintenance would help too. Promote and demand 5 star vehicles (relaunch Rightcar), work with fleet managers especially Government sector. Encourage retirement of older cars (wof changes). Improve standards and compliance. Thinks frequency of checking may be too frequent esp for new cars, but need to focus on key weaknesses.

2. **Roads** – prevent head on and run off road crashes

Simpler safer intersections

Speed treatments

Rumble strips

Median and edge barriers

Centennial highway median barrier since 2007 – no fatalities since then. In 8 years previous 14 deaths. Can't do them everywhere instantly but target them. Eliminating head on crashes would reduce 21% fatalities.

Do some demonstration projects.

Argues RONS correlate highly with high crash areas.

Need to integrate with land use planning

3. **Speeds** - should be much more differentiated to road function. Geoff was quite strong on this. Higher speeds only on safest roads.

Efficient speed enforcement targeted to risk – safe speed demo projects involving entire communities. Apply rural road and SH classification system network wide. More speed cameras and technology.

Safe system approach to setting speed limits

Change the speed conversation with new Zealanders.

If average rural road speed was 80kph then KSI would reduce by 35%.

4. **Safe use** - Want alert, skilful and compliant road users

Target high risk drivers

Youth driver casualties down 35% in last two years.

Get there through better education and training

AA Advertising and education

Target road policing to high risk areas

Vehicles and roads – interlocks, feedback systems, self explaining roads

Big focus is the GPS programme delivery

- SH safety - \$150m – 240 m per annum
- Local road safety - \$80 – 120m per annum
- Road policing – \$280-310m per annum
- Road safety promotion – \$29-36 million

Prioritise fatal and serious injury risk. Work with and complement partners.

New Local Government Forum is essential.

Look beyond blaming the driver. Accept shared responsibility.

Be prepared to innovate

Mike Noon - AA

Now 6 months into the global decade of action for road safety. Began 11 May 2011.

Lead by FIA and UN and WHO.

Aim to save 5 million lives and prevent 50 million injuries over the next decade.

New Zealand is a signatory.

Every year nearly 1.3 million die on the world's roads. 3000 per day. 50 million injured.

Estimated economic cost of \$500 billion worldwide.

So many of these deaths and injuries are preventable.

Only 15% of the world's nations have adequate rules around seat belts, helmets, speed, overloaded vehicles, no driver training etc. Poor infrastructure.

Showed Video – we can stop this. We can change this.

- Global plan for how countries can take actions
- Endorsed by more than 110 governments
- Focus on 5 pillars for improving road safety.
- Takes the safe systems approach
- Road safety management – lead Govt agency, adequate funding, monitoring, vision
- Safe roads and mobility – includes accountability – target highest risk areas
- Safer vehicles
- Safer road users
- Post crash response – improving medical capabilities

What we are doing in NZ is absolutely on track.

Slide – NZ in context

2009 fatalities	Per billion km travelled	Per 100,000 population
Malaysia	17.7	23.8
NZ	9.6	8.9
Japan	7.7	4.5
USA	7.1	11.1
Australia	6.7	6.8
Ireland	4.9	5.4
UK	4.6	3.8

AA will keep monitoring

AA Research Foundation - \$1 million grant to launch at first symposium

Calling for 10 safety improvements from the next Government.

More research

More public conversation – bring the public with us

Safer drivers

1. Introduction of saliva based testing for drugs (only 417 roadside tests taken over 18 months to April 2011 – much more complex .Drugs found in systems of 355 of the 1046 drivers killed 2004-2009.
2. 32,603 drink driving charges laid last year. 6702 were 3rd or more offences. Current approach isn't changing behaviour of highest risk drivers.
3. 12 month learner licence period (6 months to get 120 hours is out of step – (can't achieve that in 6 months)

Safer vehicles

4. Minimum safety standards for imports – new cars - ESC and 4 star minimum. Used cars 3 star minimum. Need to do more to encourage buying safest car in their price bracket.

Safer Roads

5. \$150m extra in road markings, rumble strips, barriers, removing hazards. Use KiwiRAP to help targeting
6. Dedicate traffic fine revenue to road safety enhancements. Very common approach in many countries. Happens in every state in Australia. No progress with current Government.

Safer speeds

7. Fixed speed cameras to be made more visible. AA supports the use of speed cameras. Target to highest risk areas. It's one and only purpose is to get people to slow down. Most countries sign their speed camera areas.
8. Support mobile cameras "anytime, anywhere"
9. If find a camera issuing too many tickets need to look at this

Support Red light cameras in major cities. 2009 factor in 227 crashes. Epidemic. RLC trial in Auckland – 69% reduction in crashes, 93% social cost reduction. 43% reduction in red light running. Constant requests from membership. Offence \$150 and no demerits too low.

Decade of Action 'Together we can save lives.'

Discussion with Geoff Dangerfield – Wellington RONS, funding by debt (NZTA not geared). Thinks PT is dominated by middle class esp at peak.

Developing Retail Travel plans that produce a positive reaction by shoppers

Sue Philbin – Traffic Planning consultants, Melanie Alexander - Auckland Transport

Auckland and Hamilton are clients for this work.

Came from the massive new Westfield Albany retail centre. Not congested at peak times.

Active engagement in TDM.

Why retail travel plan?

Botany Town Centre is a success story.

Support integration with PT and local residential areas

Develop a tool to provide practical advice to retail centres as part of planning consent process.

Aim to provide tools to reduce single occupancy vehicle travel to the retail centre.

Did international desk top assessment.

Select and trial tools.

Retailers tended to prefer policy and soft (marketing) tools, rather than hard (physical)

Include slide with lots of tools

Retailers backed anything that would increase consumer footfall and spend.

Reduce cost of providing parking. Needed to develop a business case. 1 m sq of retail space worth \$20,000 per annum.

Most popular 5 tools (with the retail operators)

1. More publicly available and secure covered cycle parking
2. PT info provision
3. On line journey planners
4. Special promotional events – e.g. fun run
5. Complimentary shuttles to PT stops

Scored other possible tools with a matrix (slide) - adopt and trial these tools. Car drivers spend more than PT or active modes so aim is not to replace car drivers but add to them with other modes.

Marketing on line – Maxx competition leading into Christmas.

www.maxx.co.nz/christmas

Joint promotion between Maxx and retailers.

Case study. Botany Town Centre relationship. Cycle parking, training, etc all goes live soon. Courier service for non car drivers.

sue@trafficplanning.co.nz

Peninsula DriveSafe – safe systems adoption Mornington Peninsula Shire (Ross Gregory)

Near Melbourne. 720 sq km at southern end of Phillips Bay – Melbourne's playground. 135,000 population. 5 million visitors per annum. Mix of urban beach areas and rural vineyards etc.

2008 strategy - Aim is 5 star road user, 5 star vehicle, 5 star roads.

How can local government influence safer vehicles – fleet purchase – 200 cars every three years.

If everyone purchased the highest safety rating car in class then would cut road toll by 30%.

Safe road users – education, sell road safety message. Very active promotional approach.

Safer roads and roadsides. Engineering – heavily tree lined roads. Cannot clear them

Proposing adjusting rural speeds to fit with road conditions. Councillors some hostile to speed reductions.

Urban trial in Rosebud – ‘God’s waiting room’.

Look before you Step – Andrew Bell – Auckland

Rugby World Cup legacy projects – Wynyard Quarter. Shared spaces. Walkways - Fan Trail – 4.5km walkway to Eden Park. Really worked well.

Auckland injuries to pedestrians – 1980/84 was skewed heavily towards school age children. Now it’s right across the up to 30s.

30kph 10% chance of pedestrian being killed – at 50kph up over 80%

Bus shelter and Bus back messages – young people focus tested – ‘Check before you step’

‘Lower speed, lower risk.’

Check before you step – Mexican band – real fun at the barnes dance on Queen Street.

Intercept survey – 215people at bus shelters – target market liked it and recalled it and likely to change behaviour. Play aspect of road safety message can be really powerful.

David Warburton – CE Auckland Transport – First twelve months

Statutory CCO unlike that other CCOs. Crs Chris Fletcher and Mike Lee are the Board members. 950 staff.

Spending: 25% on local roads; 30% on State Highways; 15% on PT; 28% on electrification of rail; 1% each on planning and active modes.

Approx \$600m each capex and opex.

5185 carparks – 8 buildings

Road maintenance – 7800 kms of road, 830 road bridges. \$75m road resurfacing maintenance.

State highways – 400 kms within this area.

Have been reconciling all the different inherited AMPs/

PT - 67 million annual trips

Current work programme includes:

Integrated ticketing being introduced – \$60 million project over several years.

Electrification project for rail. Purchase 57 EMU sets each of 3 cars.

City rail link – cost approx. \$2 billion including trains. Has some revenue opportunities. Very significant travel time savings.

Working with NZTA on SH projects

Fixing up footpaths

TDM, school travel plans, complete 505 of regional cycle network by 2016 include Harbour Bridge.

Safety - \$20 million on safety improvements.

Dave MacPherson and Robyn Denton (HCC) – Safer Speed Areas

Need for political champions

9 years ago 101 complaints on the books about speed in streets. Couldn't keep up with engineering demand for humps etc. Councillors decided vulnerable users especially school students needed help.

Speed limits around schools. NZTA didn't like it. Eventually relented and allowed a trial. Now allowing safer speed areas (40kph) as a demonstration project under Safer Journeys. Legally enforceable permanent signs – chose 8 areas throughout the city. Included the last schools that didn't already have 40 kph. Implemented October 2011 supported by \$70,000 for comms and marketing and \$30K for signage from Road Safety Trust. Strong marketing campaign including Facebook, website, posters. Website allowed feedback and registering comments.

Physical changes – speed signage. Threshold painting. Paint speed limits on the road.

Monitoring and evaluation of speeds, from community, understand impact of road marketing. Hoping that will become more normalised in New Zealand. Getting more requests for safe speed areas. Will need to report to Council, Road Safety Trust

New development areas design roads for 40kph from day one. Tie in with asset maintenance.

Shane Ngatai – Rhode Street School - Hamilton (Jada and Lucy)

Great 40kph area – children came up with the solutions to make their area safer

John Sia (Opus) - Wairepo Swamp Walk (Auckland)

Near Sandringham Road, Eden Park and Kingsland Railway Station. Idea to create a shared space walkway link as part of the RWC Fan Walk. Also serve a day-care and swim school.

Shared space option chosen rather than conventional one way car carriageway with pavements but then flicked back to pedestrian only.

Steve Abley (Abley Transportation) – Christchurch earthquakes – how is it going ?

5 lessons from San Francisco visit – 67% chance of one of the three fault lines suffering over 6.7 quake by 2032.

Removal of three storey freeway in front of ferry terminal

1906 completely destroyed San Francisco – quake and fire. Half the 400,000 population left.

Rebuilt City Hall after 1906 and again after 1989 – base isolated.

5 Lessons from San Francisco

1. Build it back better – build confidence and don't lose hope. Make buildings more resilient.
2. Collaboration between authorities and stakeholders
3. Business being involved and leverage - For Chch, \$10b each from insurance, government and private sector. The first two are pretty locked in, the private money isn't, so the amount of that investment is crucial to the outcome.
4. The advantage of insurance – need to keep that in ChCh. Most of San Francisco can't get insurance. 15% excess on the whole property value – not the damage, so people self insure and invest in strengthening – but will be massively out of pocket if there is an earthquake.
5. Transparent and permissive – authorities facilitate. Vision for development. Don't make rules too challenging. Central City plan must be commercially realistic and linked to regional development.

Christchurch

Lots more buildings still to come down

Temporary retail district restarted – has interest and intrigue, nooks and crannies – lanes concept.

Complexity of relationships – lots of them but they are collaborating. Lack of trust is slowing the process down.

Insurance – EQC gone from 20 staff to over 1000.

CERA – 100 people taking things down, 60 call centre. 40 doers. CERA wants to demolish things, EQC says won't pay the money to get the building down.

People stuck in the middle.

Insurance a good win for ChCh but somewhat bogged down

June – Business leaders open letter about appointment of CEO – not good for confidence. Court cases too. Doesn't encourage people to invest.

Can't get insurance cover, construction insurance, premiums rising. Can transfer insurance and get contents insurance.

Dr Mike Lenne (Traffic Psychologist) MONASH – Trying to understand the Human Factors

Child's picture on the back of a bus 'if I make a mistake will your speed kill me ?'

Before we consult on speed limits

MUARC driving simulator – using a Holden on a platform with lots of instruments. Eye tracking technology, assessing position in lane etc.

Simulate real world scenes to see how drivers respond.

Simulate drug and alcohol impaired drivers

Technology response to new brake warning, advisory warnings etc

Infrastructure evaluation

Training and skill development

Case Study One - Simulation of road environment, behaviour and speed limit setting.

Speed limit setting guidelines outlined in Chapter 7 of Vic Roads manual.

Simulate on street parking relationship to crash levels.

Measures of speed, reaction times etc

Test same 4 lane road in arterial setting without parking to parking along side of road - with parking slower speeds (47kph vs 60kph), but higher distractions and processing requirements on drivers, but a lot more pedestrians hit.

Speed would need to reduce further (to 35kph) in environment with parking.

Case Study 2 – on road study of driver errors

Designed a test route – want to see driver errors. Interviews post drive, video evidence, observers in car, drivers talking through the trip, 21km in urban area.

Errors – speed too high, and intersection are the biggest failings.

Gives picture of how road infrastructure can sometimes confuse behaviour.

Working on rural and urban intersection design. Test signs and intersection designs on drivers in simulated situations.

Friday

Road Safety /Active Transport Coordinators

Making traction in our communities

Cr Keith Crate and Christine – Taupo District

For 17 years Keith directed the Round Taupo Cycle event. Began 38 years ago with 26 cyclists. Now 12,000 !

Cycling in Taupo. Cycling centre of New Zealand. 100,000 visitors a year come on bikes.

Waikato (Cambridge) Centre of Cycling.

One particular area of safety concern on the route.

Monique - EW

Waikato – light vehicle fleet project. Work related injuries/fatalities

Want to get better work drivers/better fleets.

Campaign targeting company fleet managers of large fleets.

Owner operators of smaller businesses/organisations (eg trades)

“Bloody important day’ presenting to 30 big fleet managers. Covered vehicle purchase, maintenance, policy etc. Got asked to hold another day.

Superintendent Paula Rose – Policing for Safer Journeys

Conference a very important part of our year, opportunity to get together. Very important to have a strong presence of Police here. Talked about all parties having a complementary role(s) to play.

Discussed our love for motoring – noted high prices beginning to bite. Noted challenging roads and weather.

Noted Europe focussed on engineering post War. We went down the enforcement line. Safer Journeys gives us an opportunity to broaden our approach.

We've been spectacularly successful in pulling down the road toll. 1973 Peak death rate 5.9 deaths per 10,000 vehicles. If still dying at that rate deaths would be 1750. Last year 375 (1.3 per 10,000) .

Injuries can be very long lasting. 14 people injured in 1974 are still on ACC.

Contributions to safety outcomes from enforcement, rules, vehicles, medical response.

Now impact from enforcement, reduced speed tolerance, legislation, community road safety education.

Police roles include working with RCAs to identify inappropriate speed limits.

Also involve all parties in serious crash debrief – so doesn't happen again.

Increasing number of fixed speed cameras. Looking at placement methodology.

Still think unmarked speed cameras is the way to go.

Speed limits – absolutely delighted to see HCC safe speed zones – that it is more than window dressing.

While we know average speeds well down – 96 kph on open road, but still some maniacs on the road.

Lack of understanding for many in the basic physics around speed. Attitudes generally improving. 64% agree speed cameras help reduce road toll and 66% think they are operated fairly.

Next two years – public campaigns to encourage greater acceptance that speeds should be safe

Focus on safety for vulnerable cyclists and pedestrians

Re-evaluate location methodology for speed camera placement..

Lower speed tolerance of holiday weekends – it isn't just headline death rates – ACC says claim volumes are down 20% on each of those weekends.

Technology – updating cameras, going digital, being able to see into vehicles, trialling automatic number plate recognition etc.

Police are part of the team but only part of it. All in this together.

Achieving Traction on Safe System approach

Bruce Corben – MUARC

Safe systems –

- Inspired by vision zero – likely to have lasting and significant impact on road trauma.
- Designing for zero deaths and injuries
- Very strong ethical foundation
- Based on limits of human performance
- Shared responsibility (not just drivers)
- Managing kinetic energy by separation, speed limitation, forgiving system

30/50/70 kph objectives – How does that fit with the NZ network ?

Target problems – run off road and head on collisions

Starting to see some fantastic outcomes from lengths of wire rope barrier – give 80 to 90% reduction in KSI. Need to use these more and more .

Target problems – pedestrians – unsafe gap selection. Reduces urban speeds especially in urban shopping areas – people want to cross where they are, not having to walk down the road, cross and walk back again. 30 kph right for areas were a lot is going on.

Colin Brodie (NZTA) – Safe Roads and Roadsides

Brilliant presentation done on risks of different road types and where to intervene.

Adelaide research on speeds

Statistics show the vast majority of injury crashes are system failure rather than extreme behaviour or illegal behaviour.

Progress on Safer Journeys

- Released SH classification system
- High Risk rural road guide
- 2008 KiwiRAP – risk maps
- 2010 – star rating
- 2012 – will update

Done some local road risk maps for rural roads.

20% of rural road

Graphs – 3 main crash types – run off road, head on, intersection crashes

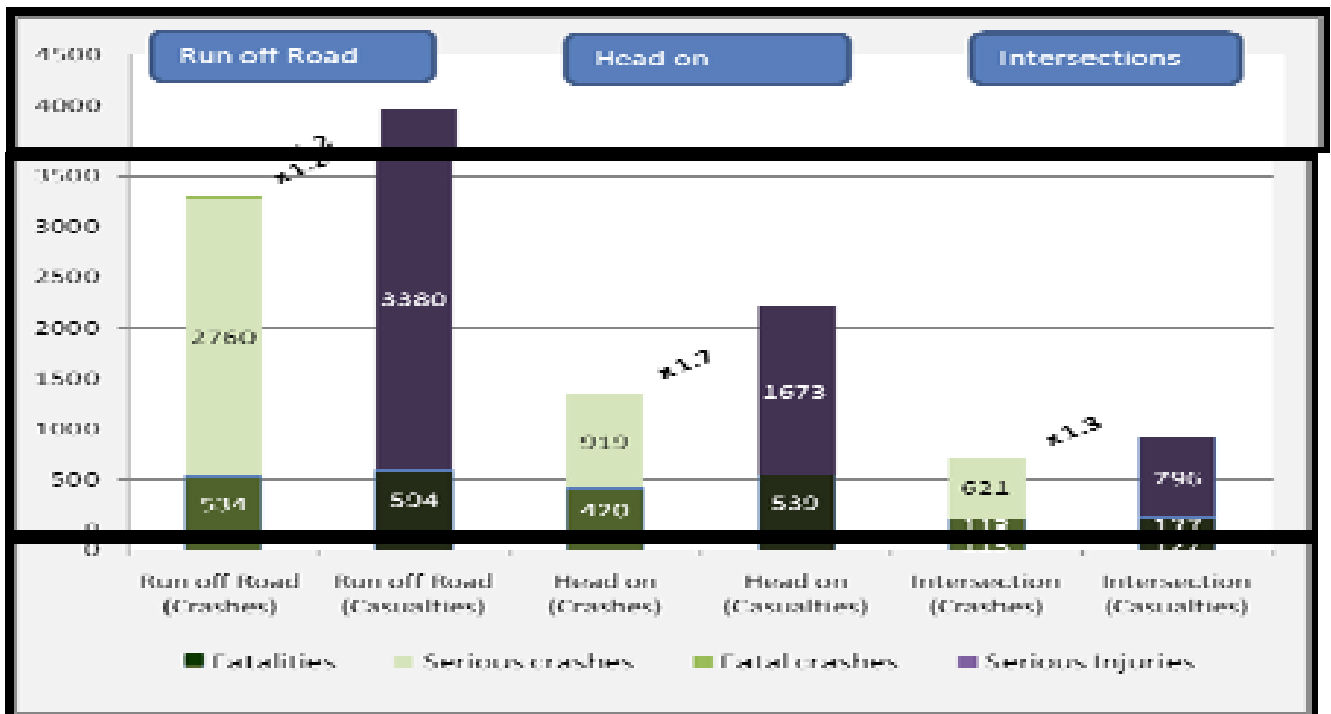


Figure 3-3: Number of deaths and serious injuries on rural state highways and local roads (2005–2009), excluding motorways

1.7 deaths or serious injuries per head on crash, 1.4 per run off road, 1.3 per intersection

Beyond 6000 vpd number of people KSI from head ons than run off roads. We need median barriers down around that volume level.

Possible programmes over 20 years

300km wire rope median 2 +1 roads	3200 KSI saved over 20 years	BC ratio 5.9
100km divided expressway (RONS)	1740 KSI saved	BCR 1.5
2700km roadside barriers	2100 KSI saved	BCR 1.8
61 Rural roundabouts	372 KSI saved	BCR 1.4

Suggests give \$150m into safe system instead of 46m

Maramarua – speed limit reductions by Christmas then ideally barriers

Coromandel black route

Look to 2012 – 2015 investment

Trialling wider centrelines

Rural intersection active warning signs. (can alter the speed limit automatically)

Going to trial 60 or 70 rural school variable speed signs – going to get traffic control approval –

Looking at weather activated speed limit for Kaimai Ranges.

Glenn Bunting (NZTA) - Safe Speeds, a balanced position

Will step this up more in the second action plan.

3 principles

1. People will increasingly understand what travelling at safe speeds means – promotion/education
 - Technology – intelligent speed adaptation
 - Enforcement and incentives
 - Road management
2. Balancing safety and efficiency
 - Where higher speeds are justified then justifies higher quality infrastructure. Where that isn't justified then likely speed management interventions. (lower speed limits)
3. Speed limits increasingly reflect the use and function of the network

Traffic note 61 info on safe systems approach to rural road speed management.
Issues with 2010 speed zoning project.

Demonstration projects. Only HCC has stepped up on this. Disappointing – call for action.

Communication with the community on this is crucial.

Minimal physical changes required.

Most important is shifting the public paradigm – winning hearts and minds.

Speed limits are a key part of self explaining roads

Go for easy projects first

Paul Durdin – Abley Consultants - Intersections

Thanks to Barry Cook and Paul Barker as clients

Try to work out where best to intervene – not just the simple respond to crashes.

Use GIS and compare actual with expected crash levels.

Use minor crashes as another guide to likely more serious crashes.

For Wellington – 5 categories – high to low risk. Risk reduction potential

Analysed 1902 intersections for \$10 per intersection.

Look at each intersection in several ways because the raw number of KSI is always low.

Bruce Corben - A glimpse into the future

Safe system performance at intersections – \$3m 2 year project.

Use of roundabouts to reduce serious conflict. Bruce showed a nice diagram illustrating the big reduction in collision points from a roundabout vs a 4 way intersection.

Europeans using low profile speed humps at intersections to pull speed down to 50 kph

Some fascinating roundabout designs they are trialling – the ‘squirrel

To address high level of road trauma means needing to be bold and innovate.

“We can’t solve problems using the same kind of thinking we used when we created them” (Einstein)

Slide with the default speed limits and engineering

Use demonstration projects

Get new builds right

Jeanne Breen – achieving traction – Conference Summary

Jeanne’s critique of Safer Journeys Strategy – very good overall.

Weaknesses are lack of targets.

She suggests :

- Hypothecating speed camera revenue
- Engaging more with the health sector – excludes the emergency sector

- Engagement with senior decision makers required
- Risk that funding isn't secured
- Low and slow knowledge transfer
- Carry out a knowledge assessment – do we have the intellectual capital to deliver?
- Prepare multi sectoral demonstration projects with specific funding
- Apply best practice design to RONS
- Sweden sets speed limits according to conditions. Their 2+1 roads have cut deaths by 80% and serious injuries by 50-60%.

Gareth Morgan

Fully costing motorcycle would be \$3000 per annum.

So we need to get the costs down – i.e. the number and seriousness of injuries. 37% of injuries occur at intersections. Doing some studies to do with intersections – RFPs within next few months on that.

Risk – lack of training – haven't been on a bike for 30 years – no need to get a licence.

Roads – loss of control - lots of issues about loose metal, poor signage etc – road environment matters.

Doing some work on the Coromandel loop as a pilot – got a whole raft of improvement suggestions. Jointly with NZTA will produce a manual for road operators.

Encourage, cajole and even part fund improvements to key routes.

NZ very heavily rule based – too many – not all achieve their objective. Thinks self preservation will deal with much of this.

Charging an annual charge on the rider rather than the bike means that if not using it then likely to cash it in. So if return to motorbiking in 20 years then would need to retrain.

ACC excess payable by the motorcyclist

If licence the driver not the bike than can charge differently if has done safety courses., excess is logical

Cr Andy Foster – TRAFINZ President – Conference Closing messages

Huge amount of information and inspiration, and fun!

We need to get the messages out so more people understand safe systems.

Leadership is critical

Death toll is coming down (lowest since 1952) but cannot rest on our laurels

Exciting that many of the things TRAFINZ has been advocating for years are now happening

- Safe systems
- Road safety culture (everyone has a part to play – think about Steve Curtis – GM Holden)

- Recognition of importance of Roads and Roadsides – fantastic work by Colin Brodie
- Speed limits appropriate to roads
- At risk and young drivers (age limit raised)
- Demonstration projects
- Safety Champion (Local Government Forum – love Cameron’s attitude – don’t know where it will go but we won’t try to take it over)
- Innovation

Noted Jeanne’s risk comments – especially concerned about real funding. Think we will get there on speed management. A lot of work to do on knowledge transfer. The logic is compelling – must keep doing it. 90 fewer deaths in the last year.

5. Conclusion

There were a wide range of excellent presentations, a lot of valuable ‘learnings’, many good networking opportunities, and a thoroughly well organised and enjoyable conference.

Report prepared by: *Councillor Foster*

TRAFINZ CONFERENCE 2011 AND 2012 REPORT BACK

2012

1. Introduction

The 2012 64th TRAFINZ (New Zealand Traffic Institute) conference was held on Auckland's North Shore on 8 and 9 October, and followed the World Safety conference (1 – 4 October) and Australasian Road Safety Research, Policing and Education conference (4 – 6 October) both held in Wellington. The TRAFINZ conference was therefore a shortened version of the normal conference and was generally targeted principally at upper North Island attendees. The conference had some 130 – 140 attendees. The theme was '**Reducing the true cost of road safety**'. The keynote speaker Dr Soames Job is the Executive Director of the National Road Safety Council of Australia and Principal of Global Road Safety Solutions, and has worked all over the world in providing road safety advice. The MC was Paula Rose, recently retired as National Manager Road Policing, who as well as being a very good MC made a lot of valuable comments on presentations.

Feedback during the conference was strongly positive.

2. Recommendations

1. *Receive the information.*
2. *Note the key messages.*

3. Conference Summary

TRAFINZ President, **Cr Andy Foster**, welcomed delegates and discussed the cost of road (un) safety, saying that we clearly do not have a Safe System yet. He suggested it be mandatory to have a Safe System plan.

Dr Soames Job – Keynote Address

Agreed with mandating safe systems. Safe System is not well understood. It needs commitment, resources and promotion. He said victim blaming is part of the problem.

The right question is not what caused the crash but what caused the injury or death.

Ask: “What are the conditions that needed to be present to cause somebody to die?”

Soames said we should focus on what we can control. RCAs have very strong control over the nature of roads, and pretty strong control over speeds, but weak control over people and vehicles. Hard to change people, especially because we all think we are better than average at everything (driving) !

	Local Govt ability to control	Potential to achieve safe system	Areas for local government to focus on
Safe People	Low	Low	--
Safe Vehicles	Low	High	--
Safe Speeds	High	High	Critical
Safe Roads	Very high	High	Critical

Roads: Soames advocated a rural focus on leaving the laneway. Most people die by leaving the lane to the right or the left. Forgiving barriers are key. Clear zones won't work – need to be anything from 45 – 90 metres ! Why isn't there a commitment to put in 5000 km of median wire barriers per year? He also showed video clips demonstrating the superiority of wire rope barriers to concrete or solid metal, and was one of a number of speakers to debunk the motorcycling 'cheesecutter' myth.

Urban focus should be on vulnerable road users rather than vehicle occupants. More pedestrian amenity and lights phasing is important. More Barnes Dances to allow crossing two roads at once. Cyclists and motorcyclists are a real challenge. Cycling and motorcycling lobbies have been their own worst enemies. 1 metre cycle lanes – aren't safe systems.

Need reduced urban speeds – he noted Wellington has a bit but needs more. Need to prioritise safety over traffic flows. Soames said traffic flow is too influential in spending decisions. Voters blame Governments for delay but not for deaths. That's the victim's fault. Also noted that often pedestrians' time doesn't count in BC calculations but drivers' does !

Focus on Speeds:

People need to understand the effect of speed in increasing the likelihood and severity of crashes. Also the human body's ability to survive a crash. It is a really hard sell. He described our approach to crossing the road is a bit like wildebeest crossing the Serengeti – the lions pick some off every time – but the survivors (voters) still think it was a good idea. Most people operate from personal

experience – most of us haven't ever had a major crash – therefore the safety expert 'doesn't know what they are talking about !'

He noted France's spectacular improvement in safety performance over the last decade, the result of putting in 500 speed cameras a year over that period.

Professor Reinhard Klette (Tamaki Research Centre of the University of Auckland, ex Berlin)

Reinhard talked about the work they are doing in active driver assistance (vehicle detection of potential hazards) and cooperation with car manufacturers around the world.

Active Driver Assistance. Sensors continuously inspecting the roading environment around the car. Detection of a potential safety issue the car then blocks the action – eg prevents door opening to hit a cyclist. Vibrating seats, stopping cars etc.

Driver Assistance Systems	Automated Highways	Driverless Vehicles
Lane departure	Debris detection	Military and robotics
Safe Distance	Safe distance	
Blind Spot	Free space	
Speed Signs	Driver readiness	
Stop Signs		
Free Space		
Drowsiness		

Reinhard's work is cameras assessing distance and movement
Pedestrian movement – looking at which pedestrians might stop onto the road in the next few seconds.

Chinese Minister of Science and Technology visiting – said every long distance truck or bus should have drowsiness cameras and warning systems.

Technology will become cheaper and cheaper. Tamaki Institute is very highly thought of. #2 in the world.

**Cameron Bayly – National Road Safety Council/ACC –
What comes next – Safer Journeys Action Plan**

Outstanding ACC claims liability for motor vehicle costs is \$6.9 billion, Next year \$7.8 billion is the predicted level.

The big idea – try to create a more forgiving road system that reduces the price we pay for human error. We've designed the system on the basis of the infallible human.

Shared responsibility: System designers = media included.

2011 reduction in road toll took us from the back of the OECD pack to just behind the middle.

Why did we make such a big step forward ? We were running probably a bit high – long overdue catchup to reflect what we were doing. We were doing a lot – elevated our road safety performance and awareness of road safety.

Shared responsibility is in the Safer Journeys Strategy but Cameron said most organisations haven't yet got their heads around it. Of 108 initiatives in the first Action Plan – over 90 are done, underway or into business as usual. Caveats – not universal progress. In some areas the action was investigation.

Highlights –

- Young drivers – age, training, new restricted test.
- Alcohol – zero BAC for youth, interlocks
- Motorcycles – MSAC, new licence tests, LAMS, training
- Roads – give way rules, High risk rural roads, Intersection and Motorcycling guides, NLTP 2012-15
- Vehicles – (an area we are not doing so well in) Rightcar relaunch (excellent consumer information-linked to TradeMe), Fleet incentive programme (ACC rewards programme for truck fleets)
- Speeds – variable speed trials, speed limit changes, new advertising campaign, potential for additional cameras
- Embedding – CSRI, training, Safer Journeys in key documents.

Cameron's speech was followed by a workshop where delegates broke into the four streams and each table fed back what it considered to be options for the Safer Journeys Action Plan 2012-2015. A large number of ideas were generated and each table selected its priority from their proposals.

Tuesday

Dr David Warburton – CEO Auckland Transport

Cr Andy Foster – President TRAFINZ

Andy discussed :

- The roles of local government in road safety,
- The messages TRAFINZ brought back from a European study visit in 2005, most of which are now key pillars of Safer Journeys.
- Impediments to a safer system.
- Progress on Safer Journeys, and the key message that Safe System means shared responsibility. Asked should we be mandating Safe Systems and requiring Safe System plans from relevant authorities ?
- The Wellington experience
- The imbalance of the GPS and lack of close connection of many of RONS with KiwiRAP. Good that the GPS includes money specifically for safety but needs to be meaningful and accounted for.
- Past and projected future reductions in road trauma have come from the State Highway network while local roads have been seeing increases in road trauma
- Concluded with suggesting a national transport strategy, mandating safe systems, a more balanced investment programme, better FAR rates for safety projects, and hypothecating fine money for safety purposes.

Dr Soames Job

Soames discussed the strengths of New Zealand –

- Nice size country, high standard of road safety professionals,

- Only two levels of Government – not 3 ! Australia has 3 levels, many European countries have 4 !
- He said we have very good Police enforcement and RBT.
- Kiwi RAP is excellent.
- We've made a good start on wire rope medians
- We have good crash data

Weaknesses by comparison

- Sweden has a similar population density (23 per sq km), but a death rate under 2.8 per 100,000, less than half NZ.
- Need to see KiwiRAP applied on local roads.

On Safer Journeys:

A courageous strategy to a certain extent but:

- Soames would have included a vision zero system statement included. Would prefer 'safe' rather than 'safer'
- Driving age – going to 16 was good but has to go up further. Only the USA is at 16 and their toll is 'horrible' (NZ 2011 1 death per 15,600; USA 1 death per 9,600).
- Mandate rather than encourage the 120 hours training as part of the licence, before than can sit the next test.
- Zero alcohol under 20 – great move.
- Some of the action plans are weak – investigate, encourage etc wording. Power restrictions likely to lead to families buying a second car that has less power, but lower safer rating.
- One of the challenges of road safety is we can never name the people we've saved.
- Roading – need output targets – how many kms of wire rope barriers etc. Let's do more of it.

Role of local government – we're in touch with our communities. We currently accept a lot of deaths on the basis that we don't have the funds. Why don't we just say people are dying, I will lower the speed limit until they stop or we can fix the road. Do we have the nerve ?

Focus on speeds is incredibly important.

Showed effective NSW advert 'do you see what I see' – puts the speeder against the community.

Education – need to pick targets very carefully. Works for children.

Seat belt wearing – NSW – around 1% of people don't wear seatbelts but represent 15% of fatalities. They are probably the same people speeding, driving drunk etc. All the technology in the car assumes you are wearing a seat belt. Very hard to get data on whether people were or were not wearing seat belts.

Question Time

In question time there was some useful Q and A including around how to address Wellington's current high profile road safety issues on the Golden Mile.

Dr Hamish Mackie – Human factors specialist – A safe system for rural school safety

Discussed trials with speed limits in 7 rural North Island schools.

Supported by the Road Safety Trust.

40, 60, 70 km active and 80 km permanent speed limits. 40km only where there is sufficient pedestrian activity. Data shows very useful speed reductions and people feeling safer.

Suggesting a guide for rural schools.

Paula Rose commented that the warrants for speed etc are getting in the way of safety outcomes.

Mark Staples – NZ Police – National Forensic Advisor/ Leads Camera programme

Road Policing – Strategy to 2015 – linked to Safer Journeys

Mark talked about the Serious Crash Investigation process

- To establish what caused the crash
- To determine possible remedies to prevent recurrence
- To disclose trends
- To provide next of kin and interested parties with answers as to what happened

Each of the 12 Districts have a crash investigation unit.

They consider how did road/roadside, speed, vehicle, people contribute ?

Haddon Matrix – always been used.

	User	Vehicle	Roads and roadsides	Speed
Pre impact				
Impact				
Post impact				

Scene assessment – initial assessment of vehicles and roads, skid resistance etc.

Capture the scene. Follow up on the vehicle back at the yard.

Work out what’s happened. Don’t blame – just look for cause.

Sometimes looking for a hit and run vehicle.

Big shift to prevention rather than blame. Looking at the 4 pillars of Safe System. CAS has included all causal factors of any crash since about 2007, not just one lead factor.

- Roads and roadsides – skid resistance testing for road surface? Roadside furniture part in the event? Roadside runoff, blocked drains – police officer killed in Taranaki.
- Safe speeds
- Safe vehicles – ABS, ESC, passive (airbags/seat belts), pre-existing vehicle faults, vehicle structural integrity, tyre suitability. What role have they all played in the event ? What about vehicle choice.
- Driver behaviour – not blame focussed though do have to hold people to account. Look at whole system.

Debrief system was implemented late last year – sharing the lessons learned with other agencies. Look at road and roadside failures.

Dr Alex Macmillan – University of Auckland - Public Health Effects of Transport Policy

Began as a surgeon. Now public health doctor.

Alex liked the LTMA 2003 –with its 5 separate objectives.

Cycling – feedback loop that it is very dangerous. Collapse in numbers over time. Postulate safety in numbers argument – probably not there in Auckland yet – needs to be at least 5% of mode share.

Cycling normality – dress. Frocks on bikes. Encourages people to cycle.

Most important issue for cycling she considers to be infrastructure.

She has done forecasting impacts of various infrastructural investment approaches.

Could get a massive uplift in cycling from the right investments. Her work indicated a B.C of 20, with the best practice programme expected to lift mode share to 40%.

Alex thinks that her assessment is accepted by the policy makers in NZTA and Auckland Council.

There is an issue with transferring health dollars into transport to give health outcomes.

Paula Rose noted that the next action plan is aimed at bringing health more strongly to the table. Health very rarely shows up to the NRSC and if they do it is usually at a junior level.

Paul Durdin – Abley Consultants - Breathing life into road safety analysis

Paul demonstrated SafetyNET – an excellent tool which assesses rural roads and identifies which are high risks. Allies with high risk rural roads guide.

Slide with 4 risk measurement frameworks - collective and personal risk, KiwiRAP 1 and RISA (Road Infrastructure Safety Assessment). More than half (57%) of the rural SH network is defined as high risk

SafetyNET uses 100 metre risk assessment – and 25 x 100 metre ahead and behind – 5.1 km. (a ‘moving risk worm’)

Paul showed some excellent graphs of the level of risk on the nation’s state highways.

The tool is transferable to local rural roads.

Waikato is the highest risk area under every way of cutting data and should be the investment priority.

Dr Sam Charlton - University of Waikato – What do safe speeds really mean for New Zealand ?

The Power model – Nilsson 2004, and Elvik, Christensen and Amundsen 2004.

Some people believe that travelling faster is safer (eg) Fast and Safe – website in NZ, Top Gear etc.

Larger speed variation adds to risk (Aarts and van Schagen 2006)

Reduced speeds and increased homogeneity of speeds are safer (van Nes, Brandenburg and Twist 2010)

We've reduced speeds somewhat in NZ, but not reduced speed variability. How to improve homogeneity of speeds? He suggested setting credible limits appropriate to the road.

Just setting speed limits and enforcing the heck out of them. Won't work – drivers pay little attention to signs. (Maarten and Fox 2007 – habit – ignore signs)

'Arbitrary' reductions in speeds annoy people.

Legacy issues: 1974 USA dropped speed limits in response to oil crisis, reducing road toll by 35%. Constant lobbying eventually Congress reversed the cut in 1995 – estimate another 12,500 deaths in following 10 years. Political will is weak.

What to do ? Change roading environment to match speeds better. Roadside environment. Road width etc.

How do we get drivers to drive at safe speeds ?

- Design roads to produce better driving.
- A few speed categories are better than lots
- Multiple reliable cues are better than a few signs.
- Speeds that encourage 'going with the flow' will be good.

Panel discussion – Sam Charlton, Soames Job, Andy Foster

Soames –presentation

Andy suggested 4 big ideas

- Socialise Safe Systems so people and decision makers understand what Safe Systems means.
- Seek mandating of Safe Systems – likely to need to develop guidelines for authorities to help them develop Safe System plans.
- Extensive proactive programme of median and edge barriers. They work overseas, they work here. Noted NZTA (Colin Brodie's) hope to get 400km funded over the next ten years (but half will be RONS)
- Hypothecation of fines for road safety work. Could boost that up with money from ACC and Health.

Melanie Alexander and Andrew Bell – Auckland Transport - Auckland Council Road Safety Strategy

Auckland Council aims to reduce KSI by 2% per annum for the 10 years to 2020. 6 Focus areas – pedestrians, alcohol, speed, young drivers, motorcycling and distraction.

They also have a Cycle Network Plan to 2030. Noted cycling is growing steadily but they have a high injury rate. Aim to develop a network of cycle highways, connectors and feeders. Trialling shared paths, sharrows, and developing a package to encourage people into cycling – bike trial for a month/maintenance/training etc. (www.cyclingsthego.co.nz) .

Looking at cycle ride and repair stations, guided bike rides. Go by Bike Day 10 years old in 2012. Biking Corrals.

“If you don’t know where you’re going any road will take you there.” - Alice in Wonderland

4. Conclusion

The conference was a very useful day and a half. The intention was for delegates to ‘learn, network, be inspired and take action’. We think it certainly achieved that and would recommend future conferences to other councillors!

Report prepared by: *Councillor Foster*